

BA-1850

Patterson Viaduct Ruins, Arch & Causeway

Architectural Survey File

This is the architectural survey file for this MIHP record. The survey file is organized reverse-chronological (that is, with the latest material on top). It contains all MIHP inventory forms, National Register nomination forms, determinations of eligibility (DOE) forms, and accompanying documentation such as photographs and maps.

Users should be aware that additional undigitized material about this property may be found in on-site architectural reports, copies of HABS/HAER or other documentation, drawings, and the “vertical files” at the MHT Library in Crownsville. The vertical files may include newspaper clippings, field notes, draft versions of forms and architectural reports, photographs, maps, and drawings. Researchers who need a thorough understanding of this property should plan to visit the MHT Library as part of their research project; look at the MHT web site (mht.maryland.gov) for details about how to make an appointment.

All material is property of the Maryland Historical Trust.

Last Updated: 06-23-2004

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICENATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM

FOR NPS USE ONLY

RECEIVED

DATE ENTERED

SEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS**1 NAME**

HISTORIC

Patterson Viaduct; Ilchester Bridge

AND/OR COMMON

Patterson Viaduct Remains (Preferred)

2 LOCATION

STREET & NUMBER

Banks of the Patapsco River 400 feet south of B & O
bridge over the Patapsco

CITY, TOWN

Ilchester

☒ VICINITY OF

NOT FOR PUBLICATION

CONGRESSIONAL DISTRICT

Sixth

STATE

Maryland

CODE

COUNTY

Howard & Baltimore

CODE

027. 005

3 CLASSIFICATION

CATEGORY

☐ DISTRICT☐ BUILDING(S)☒ STRUCTURE☐ SITE☐ OBJECT

OWNERSHIP

☐ PUBLIC☒ PRIVATE☐ BOTH

PUBLIC ACQUISITION

☐ IN PROCESS☐ BEING CONSIDERED

STATUS

☐ OCCUPIED☐ UNOCCUPIED☐ WORK IN PROGRESS

ACCESSIBLE

☐ YES: RESTRICTED☒ YES: UNRESTRICTED☐ NO

PRESENT USE

☐ AGRICULTURE☐ COMMERCIAL☐ EDUCATIONAL☐ ENTERTAINMENT☐ GOVERNMENT☐ INDUSTRIAL☐ MILITARY☐ MUSEUM☐ PARK☐ PRIVATE RESIDENCE☐ RELIGIOUS☐ SCIENTIFIC☐ TRANSPORTATION☒ OTHER: Ruins**4 OWNER OF PROPERTY**

NAME

Mr. John W. Hanifin, President

STREET & NUMBER

Chessie System, 2 North Charles St.

CITY, TOWN

Baltimore

☐ VICINITY OF

STATE

Maryland 21201

5 LOCATION OF LEGAL DESCRIPTIONCOURTHOUSE,
REGISTRY OF DEEDS, ETC.Howard County Courthouse
Baltimore County Courthouse

STREET & NUMBER

CITY, TOWN

Ellicott City, Towson

STATE

Maryland

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

DATE

☐ FEDERAL ☐ STATE ☐ COUNTY ☐ LOCALDEPOSITORY FOR
SURVEY RECORDS

CITY, TOWN

STATE

DESCRIPTION

BA-1850

CONDITION

☐ EXCELLENT
☐ GOOD
☐ FAIR

☐ DETERIORATED
☒ RUINS
☐ UNEXPOSED

CHECK ONE

☐ UNALTERED
☐ ALTERED

CHECK ONE

☒ ORIGINAL SITE
☐ MOVED DATE _____

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The remains of the Patterson Viaduct stand on the east (Baltimore County) and west (Howard County) banks of the Patapsco River just south of the present bridge carrying the Baltimore and Ohio Railroad over the river near Ilchester, Maryland.

A description of the then new Viaduct taken from the 1829 annual report of the Railroad is as follows:

This bridge rises about 43 feet above its foundations. It has four graduated arches - 2 of 55 foot chord each and two of 20 foot chord each. The smaller arches were introduced for the accommodation of two county roadways, one on each side of the river. Each of the roadways is secured against the action of the stream by substantial guardwalls of suitable length and height. Its length is upwards of 360 feet. The stones in the arches, as in the Carrollton and other bridges, are so shaped as to conform to the radii of circles of which the arches are segments. The versed sines of the larger arches are 16 and of the smaller arches 6 feet. The mass[ive] blocks of granite, some of which exceed 7 tons weight, which form the exterior of its walls, are regularly butted and vertically jointed. Its exterior is undressed or rustic. It contains 9601-1/2 perches of masonry. It was commenced in May and passed in the succeeding December. Its cost was \$35,552.85, or \$3.71 a perch.

The Viaduct was almost totally destroyed in the great Patapsco Valley flood of 1868. A single-span Bollman truss built into the west abutment in 1869 incorporated the original roadway arch and upstream wingwall. With the realignment of the railroad 400 feet upstream in 1902-1903, the Bollman bridge was left unused. Today, all that remains at the original crossing is the single masonry roadway arch of the 1829 construction on the west bank and the stone abutment on the east bank.

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input checked="" type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION
<input type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES

1829

BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

The Patterson Viaduct (Or Ilchester Bridge), built from May to December 1829, was part of the original main line of the Baltimore and Ohio Railroad. It was constructed in the first building phase of the Railroad which extended from Baltimore City to Ellicott's Mills. The Patterson, the third bridge to be built for the B & O, is similar in construction to the Carrollton Viaduct (National Register). Designed by Caspar Wever, it was built under the supervision of John McCartney, one of his assistants. A note from McCartney to Wever dated 17 October 1829 reads as follows:

I will contract to bild the Bridg over the petapsico for forty five thousand dollers and no Less and Run All Risks & yet i am willing to Cary it on in the Same maner that i have comenced and for what Compancation the presidint and directors of the Company Says is Right yet i am of the opinion that it will not cost more than from thirty to thirty five thousand dolls.¹

McCartney receiued the contract to build the Thomas Viaduct (National Register) as a result of his successful completion of the Patterson contract.


¹From copy in the files of Division of Mechanical and Civil Engineering, Smithsonian Institution.

BA-1850

Information from files of Division of Mechanical & Civil Engineering,
Smithsonian Institution, Washington D. C., including notes from:
Annual Report of B & O Railroad, 1829.

10 GEOGRAPHICAL DATA

UTM REFERENCES

B 
ZONE EASTING NORTHING

D

VERBAL BOUNDARY DESCRIPTION

STATE	CODE	COUNTY	CODE
-------	------	--------	------

STATE	CODE	COUNTY	CODE
-------	------	--------	------

NAME / TITLE

IS

ORGANIZATION

DATE _____

August 1975

STREET & NUMBER

TELEPHONE

301-267-1438

CITY OR TOWN

STATE

Maryland 21401

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL _____

STATE _____

LOCAL _____

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

TITLE

DATE _____

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

DATE _____

DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

ATTEST:

DATE _____

KEEPER OF THE NATIONAL REGISTER

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

FOR NPS USE ONLY

RECEIVED

DATE ENTERED

Patterson Viaduct
Howard & Baltimore Counties

CONTINUATION SHEET

ITEM NUMBER

9

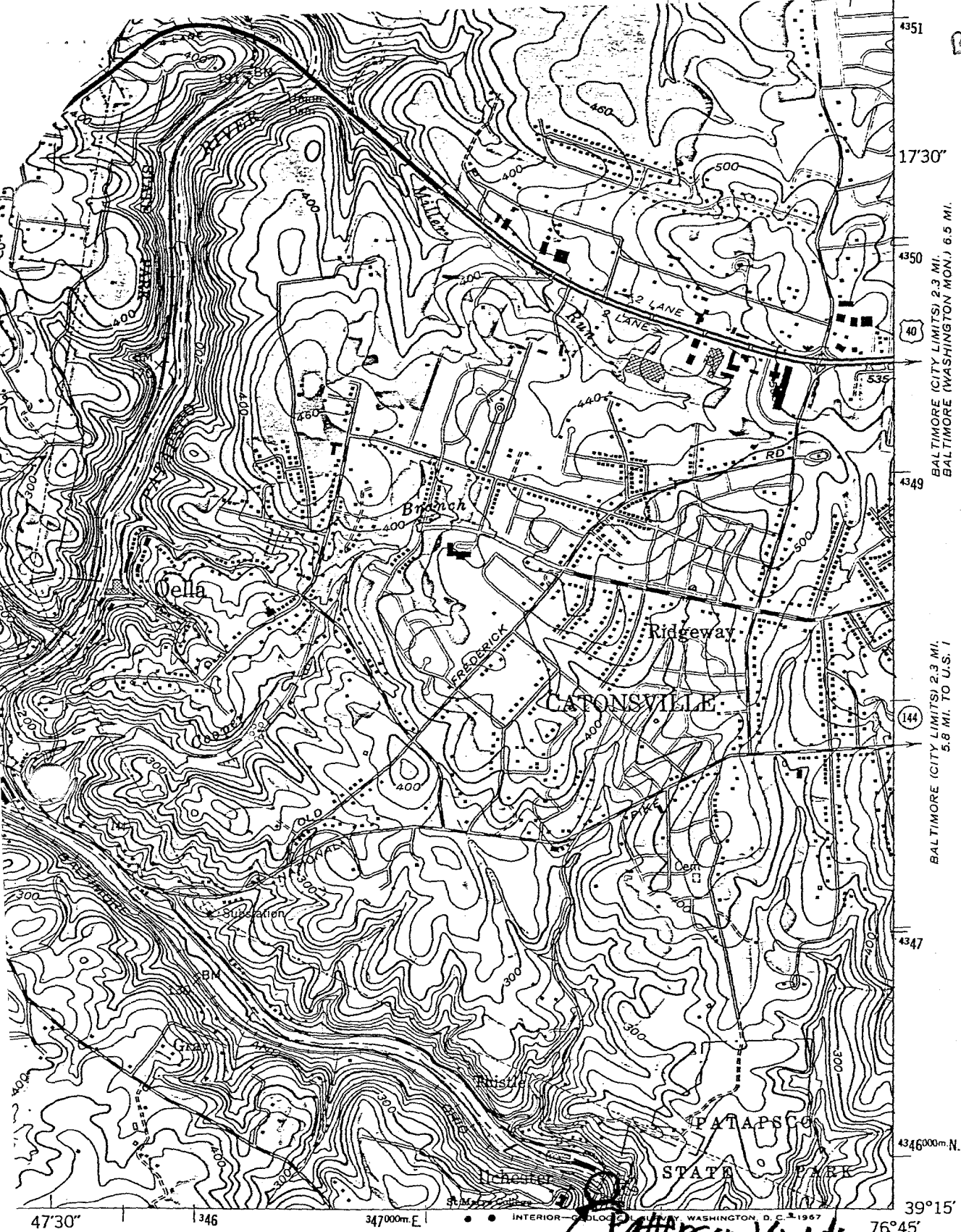
PAGE

1

#9

Dennis, Olive W. History of the Old Main Line, Baltimore and Ohio
Railroad. 1943.

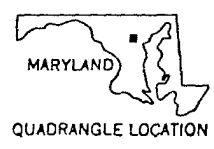
BA-1850



1:11E

ROAD CLASSIFICATION

- Heavy-duty _____ Light-duty _____
Medium-duty _____ Unimproved dirt =====
○ Interstate Route ◻ U. S. Route ○ State Route



ELLICOTT CITY, MD. 4 d 10
SE/4 ELLICOTT 15' QUADRANGLE
N3915-W7645/7.5
Howard Co

(RELAY)
56211 NW

MARYLAND HISTORICAL TRUST

BA-1850

INVENTORY FORM FOR STATE HISTORIC SITES SURVEY

1 NAME

HISTORIC

Patterson Viaduct [ruins] (See enclosed national register form)

AND/OR COMMON

2 LOCATION

STREET & NUMBER

On the Patapsco River

CITY, TOWN

Ilchester

☒ VICINITY OF

CONGRESSIONAL DISTRICT

STATE

Maryland

COUNTY

Baltimore/Howard

3 CLASSIFICATION

CATEGORY

☐ DISTRICT☐ BUILDING(S)☐ STRUCTURE☒ SITE☐ OBJECT

OWNERSHIP

☒ PUBLIC☐ PRIVATE☐ BOTH

PUBLIC ACQUISITION

☐ IN PROCESS☐ BEING CONSIDERED

STATUS

☐ OCCUPIED☒ UNOCCUPIED☐ WORK IN PROGRESS

ACCESSIBLE

☐ YES: RESTRICTED☒ YES: UNRESTRICTED☐ NO

PRESENT USE

☐ AGRICULTURE☐ COMMERCIAL☐ EDUCATIONAL☐ ENTERTAINMENT☐ GOVERNMENT☐ INDUSTRIAL☐ MILITARY☐ MUSEUM☒ PARK☐ PRIVATE RESIDENCE☐ RELIGIOUS☐ SCIENTIFIC☐ TRANSPORTATION☐ OTHER:**4 OWNER OF PROPERTY**

NAME

Maryland Department of Natural Resources

Telephone #:

STREET & NUMBER

Taylor Avenue

CITY, TOWN

Annapolis

☐ VICINITY OF

STATE, zip code

Maryland 21401

5 LOCATION OF LEGAL DESCRIPTIONCOURTHOUSE,
REGISTRY OF DEEDS, ETC.

Liber #:

Folio #:

STREET & NUMBER

CITY, TOWN

STATE

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

National Register

DATE

☐ FEDERAL ☐ STATE ☐ COUNTY ☐ LOCALDEPOSITORY FOR
SURVEY RECORDS

CITY, TOWN

STATE

BA-1850

7 DESCRIPTION

CONDITION

- | | |
|------------------------------------|---------------------------------------|
| <input type="checkbox"/> EXCELLENT | <input type="checkbox"/> DETERIORATED |
| <input type="checkbox"/> GOOD | <input type="checkbox"/> RUINS |
| <input type="checkbox"/> FAIR | <input type="checkbox"/> UNEXPOSED |

CHECK ONE

- ☐ UNALTERED
☐ ALTERED

CHECK ONE

- ☐ ORIGINAL SITE
☐ MOVED DATE _____

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

CONTINUE ON SEPARATE SHEET IF NECESSARY

8 SIGNIFICANCE**PERIOD**

☐ PREHISTORIC
☐ 1400-1499
☐ 1500-1599
☐ 1600-1699
☐ 1700-1799
☐ 1800-1899
☐ 1900-

☐ ARCHEOLOGY-PREHISTORIC
☐ ARCHEOLOGY-HISTORIC
☐ AGRICULTURE
☐ ARCHITECTURE
☐ ART
☐ COMMERCE
☐ COMMUNICATIONS

AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW

☐ COMMUNITY PLANNING
☐ CONSERVATION
☐ ECONOMICS
☐ EDUCATION
☐ ENGINEERING
☐ EXPLORATION/SETTLEMENT
☐ INDUSTRY
☐ INVENTION

☐ LANDSCAPE ARCHITECTURE
☐ LAW
☐ LITERATURE
☐ MILITARY
☐ MUSIC
☐ PHILOSOPHY
☐ POLITICS/GOVERNMENT

☐ RELIGION
☐ SCIENCE
☐ SCULPTURE
☐ SOCIAL/HUMANITARIAN
☐ THEATER
☐ TRANSPORTATION
☐ OTHER (SPECIFY)

SPECIFIC DATES**BUILDER/ARCHITECT**

STATEMENT OF SIGNIFICANCE

CONTINUE ON SEPARATE SHEET IF NECESSARY

9 MAJOR BIBLIOGRAPHICAL REFERENCES

CONTINUE ON SEPARATE SHEET IF NECESSARY

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY _____

VERBAL BOUNDARY DESCRIPTION

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE

COUNTY

STATE

COUNTY

11 FORM PREPARED BY

NAME / TITLE

ORGANIZATION

DATE

STREET & NUMBER

TELEPHONE

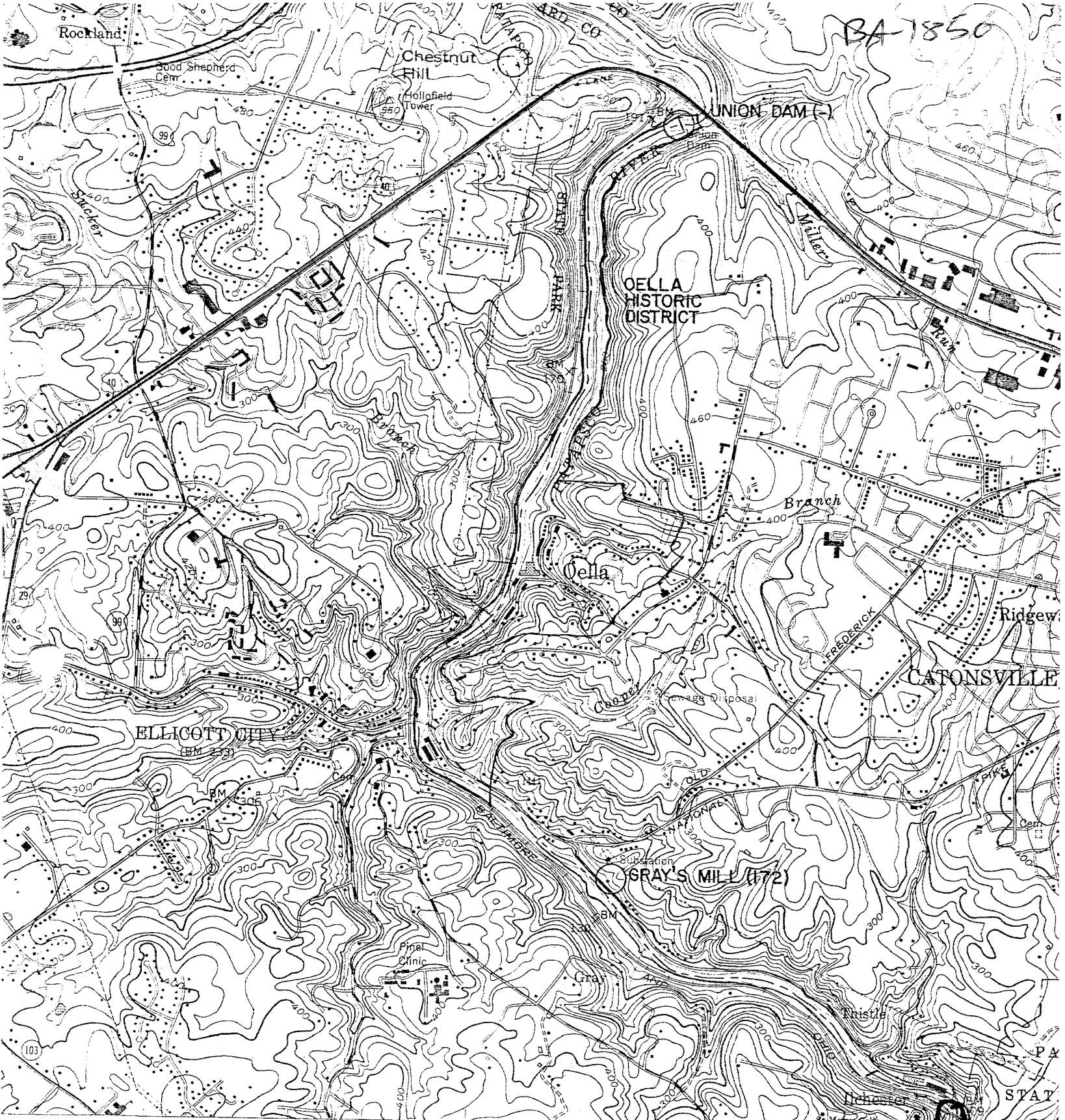
CITY OR TOWN

STATE

The Maryland Historic Sites Inventory was officially created by an Act of the Maryland Legislature, to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 Supplement.

The Survey and Inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

RETURN TO: Maryland Historical Trust
The Shaw House, 21 State Circle
Annapolis, Maryland 21401
(301) 267-1438



BA 1850

(SAVAGE) 1.3 MI. TO MD. 175
5662 III NE WEST ELKRIDGE 5.9 MI.
SCALE 1:24,000

345 47'30" 346 347000m E

INTERIOR-GEOLOGICAL SURVEY, RESTO

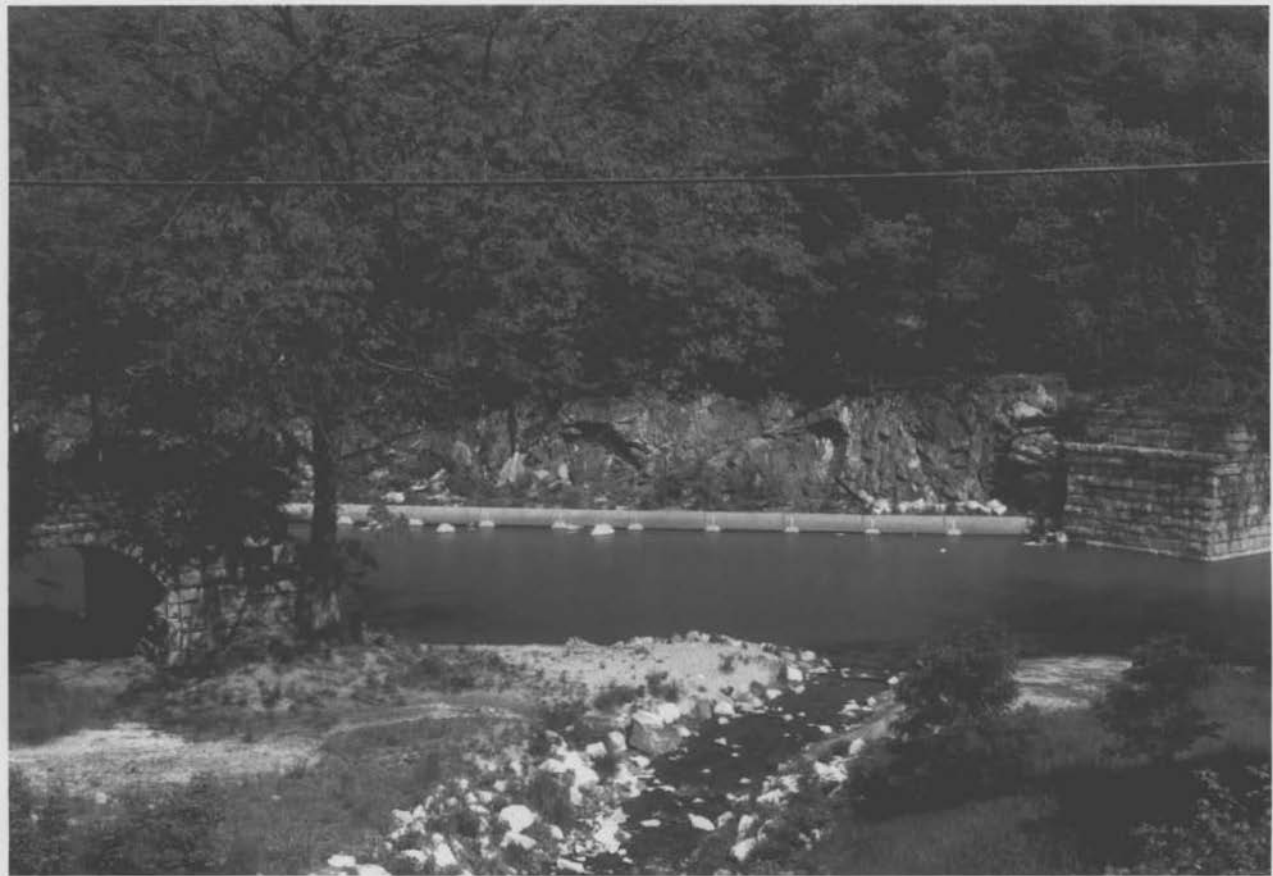
PATTERSON VIADUCT
ELLICHTER BRIDGE & TUNN
ROAD CLASSIFICA

Heavy-duty ——— Light-
Medium-duty - - - - - Unim
Intensive Route U.S. R.

CONTOUR INTERVAL 20 FEET
BENCHMARK VERICAL DATUM OF 1929



ELLICOTT



BA-1850

1-1-1950